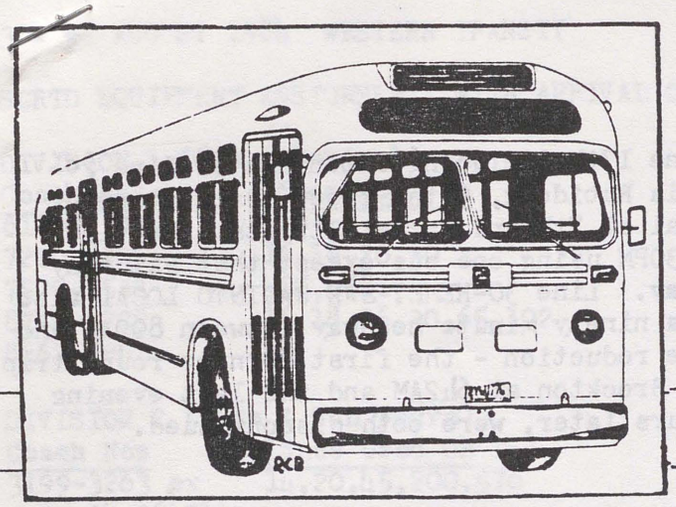


Western Transit

Monthly Publication of The Western Transit Society

VOL. 22 NO. 8 AUGUST 1984

COUNTY SPONSORED SUMMER BEACH SERVICE

LOS ANGELES: County of Los Angeles sponsored service over three routes operated by EMPREE BUSES INC. of Pasadena is being run again this summer. New this year is service between Woodland Hill and Will Rogers State Beach Park. Four round trips are run daily except Sunday using EMPREE #11 a twenty four passenger Ford 500/Superior which has a sign mounted on the front above the windshield saying "TOPANGA" and a side mounted sign that says "Topanga Canyon Beach Bus, Michael Antonovich, Supervisor". Beginning at Calabasas Road and Parkway Calabasas the bus travels via Calabasas, Mulholland Dr, Old Topanga Canyon Rd, Mulholland Hwy, Topanga Canyon Blvd and Pacific Coast Hwy to Sunset Blvd. Traditional Los Angeles County fares (50¢ regular, 20¢ student/handicapped/elderly) are charged. The other two services operate to Santa Monica Pier and this is their second year, each operating one round trip. The LA CRESCENTA-MONTROSE-SANTA MONICA bus begins at Two Strike Park in La Crescenta and operates via Rosemont, Foothill, La Crescenta, Montrose, Verdugo (stopping at the County Library and the RTD stop at Montrose & Oceanview), Glendale Fwy, Ventura Fwy, San Diego Fwy, Santa Monica Fwy, Lincoln, Pico, Appian Way and parking lot roadways to the Pier. The ALTADENA-SANTA MONICA bus starts at Lincoln and Ventura running via Lincoln, Altadena, Allen (stopping at Altadena & Maiden and New York & Allen), Foothill fwy/Ventura Fwy, San Diego Fwy and same route as the other line to Santa Monica. A 50 cent fare is charged to all riders. From June 18 until August 6 buses operate only Thursday and Saturday, between August 6 and Labor Day the buses will run Monday, Tuesday, Thursday, Friday and Saturday. Three EMPREE Crowns, 80, 81 and 82, have been outfitted for this service and one is used on each line with the third as a back up bus. A white on blue "BEACH" sign has been placed over the front windshield and on the side is a sign which reads "Supervisor Mike Antonovich's Beach Bus - Summer Fun For Everyone - 3 Buses Daily" and also displays the County of Los Angeles logo.

SUPERSHUTTLE (SS)

WILMINGTON: SS is a shared ride, door to door airport limousine service which is operated by PRIVATE SECTOR SYSTEMS, the transportation management division of WILMINGTON CAB COMPANY. SS operates 55 radio controlled Dodge Ram 150 Royal vans which seat seven and have room for luggage The vans are painted Royal Blue with yellow lettering "SUPERSHUTTLE". SS serves western and southern Los Angeles County serving Los Angeles International, Long Beach Airport and dockside terminals for cruise ships. The first passenger pays between $10 and $20 depending upon origin and each additional passenger in the same party pays $5. You can reserve your ride in advance and there are tickets for incoming passengers available at all LAX ground transportation kiosks. SS officials are considering licensing this operation in other areas and are talking to some airport operator in San Francisco who would become an SS licensee, paint his vehicles in the SS scheme and adopt the same operating system. SS in Los Angeles transports an average of 800 riders daily, about 100 of whom are San Francisco bound and a system of one call for all ground transportation services is envisioned.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: RTA made a number of service changes on June 17th including extension of Line 29-RUBIDOUX-PEDLEY from Mission and Rubidoux Boulevards via Rubidoux, 34th Street, Daly Street, Mission Blvd/7th Street to the Downtown RTA Bus Terminal at 7th and Market Streets. Service still operates every 65-70 minutes between 630AM and 630PM using one bus except that Saturday service is no longer offered, only Monday through Friday. Line 30-HEMET-SAN JACINTO LOCAL also lost Saturday service and now operates on weekdays on a ninety minute headway between 800AM and 600PM. Line 17-CANYON CREST also experienced a service reduction - the first morning round trip departing Big Springs & Watkins at 614AM and Bandini & Brockton at 642AM and the last evening round trip, departing both terminals exactly twelve hours later, were both discontinued.

SAN BERNARDINO ASSOCIATION OF GOVERNMENTS (SANBAG)

SAN BERNARDINO: SANBAG has contracted with a local charter operator (carrier presently unknown to WT) to provide a scheduled service between San Bernardino and Trona during an experimental period operating only a few days per month. Trona is in San Bernardino County just south of the Inyo County line and at the end of Highway 178 east of Ridgecrest. The area is the home of many Borax deposits. Years ago the LOS ANGELES-TRONA STAGES operated service between the cities of its name using Flxible Clippers.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: The LACTC recently approved funding for a series of fourteen projects throughout the county. Funding amounts were based upon transit operator mileage and number of passengers. TORRANCE TRANSIT SYSTEM was allocated $2 million for operating expenses and $825,000 for partial cost of four lift equipped transit buses (TTS has recently taken delivery of four Gillig forty foot buses with front door lifts). REDONDO BEACH DIAL A RIDE received $22,000 for operating expenses and the CITY OF HERMOSA BEACH SHUTTLE obtained $46,000, also for operating expenses. The LACTC allocates the one half cent sales tax money (Proposition A funds) which totaled $246 million in FY 83/84 and is expected to total $269 this fiscal year. For the first three fiscal years (FY 84/85 is the last) 25 per cent of the money was returned to Los Angeles County and its 83 cities for local transit improvements and most of the rest was used to reduce bus fares in the county to 50 cents. However, beginning in July 1985 at least 35 per cent of the money must be spent to plan, build and operate a rail system of about 150 miles. About $100 million should be available for this purpose next year. Another 25 per cent must be returned to the county and cities for local transit improvements and the remaining 40 per cent can be spent at the discretion of the LACTC Commissioners. At this time it seems likely that this money will be returned to local transit agencies so that bus fares do not increase past 85cents. The Commission, so fa has agreed to spend $412 million on Metro Rail, $400 million on the LACTC sponsored Long Beach-Los Angeles light rail line and $133 million on the Century Freeway light rail line. LACTC staf members have said that it is anticipated that there will be enough money to start one and maybe two more rail lines by the end of the century.

YELLOW BUS COMPANY (YBC)

SAN CLEMENTE: YBC and its affiliate, Hansen Medical Enterprises, Inc., have both filed applications with the Public Utilities Commission to transfer their certificates to PINETREE SERVICE CORPORATION, parent of PINETREE TRANSPORTATION and CALIFORNIA CHARTER BUSES. YBC's certificate is to provide service between San Diego Airport, Oceanside, Cam Pendleton, San Clemente, El Toro MCAS, John Wayne Airport and Los Angeles International Airport. HME's certificate is between downtown San Clemente and the northernmost five camps within Camp Pendleton as well as service on weekends between Camp Pendleton and Disneyland. (Ed. Note - it is presently unknown whether the TDH 5304 buses and Crown school buses used in this service would also be transferred). YBC also operates school bus service for the Laguna Beach Unified School District and it is not know if there would be any change in this operation.

* AUGUST 1984 WESTERN TRANSIT

CRTD EQUIPMENT ASSIGNMENTS WITH ARRIVAL OF NEOPLAN AND CARPENTER BUSES

DIVISION 1 (6th & Central)

Coach Nos	Lines Used On
6100@ (2)	609
7200-7235	16,18,26,30
7500-7532	460,462
8745-8775	16,18,26,30,65,102
8862-8941	do

DIVISION 2 (16th & San Pedro)

Coach Nos	Lines Used On
3199-3263 ex 00,04,36,51	14,20,45,200,576
6100@ (6)	204,635
8000-8032	14,20
8415-8546	45,48,51,66,204

DIVISION 3 (Ave 27 & Idell)

Coach Nos	Lines Used On
3545-3589	177,188,268,483
4100-4131@ (19)	176,602
4300-4320	401
4427-4434	175,201
6100@ (13)	610,635
7454,56-99	81,83,84,180,251,655
9037-9099	81,83,84,180,251

DIVISION 5 (54th & Arlington)

Coach Nos	Lines Used On
4200-13,15-18	610,611,613
7029-71,73-79	40,105,115,210,212
8033-8045	438,439
8591-8633	(40,42,103,105,107,115
8776-8861	(200,210,211,212
6100@ (2)	40

DIVISION 6 (Ocean Park)

Coach Nos	Lines Used On
3100-3130 ex 04,09	4,20,33
3294-3299	4,20,33
4055-4058	608
7088-7092	652
8046-65,67-74	430,431,434,436,437
8294-8322	4,33

DIVISION 8 (Chatsworth)

Coach Nos	Lines Used On
1075-87,89-94	418,419,427
3445-3544	150,152,154,161,163,165, 168,236,243,245,420,424
7343-7370	236,243,420,424,651,653
7662-7706	423,424,426,427
8075-8089	420

DIVISION 7 (West Hollywood)

Coach Nos	Lines Used On
3131-3198 ex 75,86	2,4,10,14,20,217,220,652,658, 662
4100@ (5)	605
4219-4228	611,612
7003-96,98	2,10,28
8323-58,60-95	2,4,10,28
8700-8707	do
9200-0229	1,652
9250-0259	1

DIVISION 9 (El Monte)

Coach Nos	Lines Used On
1015-16,18-47	464,466,402,493,404,664
3625-3694	78,264,265,266,267,270,271,274
4100@ (3)	176
4325-4329	170
4400-4410	178,185,280
6100@ (7)	70,266
7300-7329	70,76,78,260,262,656,663
7562-7632	470,480,482,484,486,487,488,490
8105-23,25-35	187,470,482,484,486,487,488,490
8156-8180	do
8942-8997	70,76,104,250,260,262

DIVISION 10 (East Los Angeles)

Coach Nos	Lines Used On
4411-4426	250,255,256
7236-44,46-72, 74-76	28,33,38,55,60,68
7330-7342	429
8306-8414	28,33,38,55,56,60,68,254
8713-8744	do
8998-0036	do
9100-9129	do

DIVISION 12 (Long Beach)

Coach Nos	Lines Used On
1048-57,59-74	443,445,448,457,459,660
3590-3624	128,130,146,205,232,266,270
4321-4324	147
6100@ (4)	60
7391-7399	149
7438-7450	55,60,260
7533-7561	444,446,456,460
8181-8199	444,446,456
8547-8578	55,60,260

DIVISION 13 (Riverside)

Coach Nos	Lines Used On
3000@ (5)	496 (Buses rotated from Div 16
7300@ (2)	149 (Buses rotated from Div 12

@ - numbers interspersed

DIVISION 15 (Sun Valley)

Coach Nos	Lines Used On
3300-3444	90,92,94,96,97,152,154,158 163,165,168,169,183,228, 230,234
7371-73,75-82, 84-90	90,92,94,165,169
7707-7729	413,560
8090-8104	90,92,94,96,560
9130-9139	212

DIVISION 16 (Pomona)

Coach Nos	Lines Used On
1000-14,95-09	405,497,498
3000-3014	406
4330-32,34-41	192,201
7633-7661	480,482,484,490
8136-8155	187,482,484,490,694
9000-0921	495,498

DIVISION 18 (Carson)

Coach Nos	Lines Used On
7080-81,83-87	53,56,119
7400-7437	51,53,81,120,358,657,661,685
8206-8293	(51,53,56,81,117,119,120,124,
8570-8590	(125,127,215,225,254
8708-8712	(

DIVISION 23 (Slauson & Western)

Coach Nos	Lines Used On
7000-7028	108,110,111,206,207
8634-8699	do

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD)

LOS ANGELES: Shown on the previous pages is the first equipment assignment showning the assignment of the Neoplans and the Carpenters although the last twenty Neoplans (3605-3714) and thirty Carpenters (4132-4161) have yet to be placed into service. This listing of buses is totally air conditioned, the first in RTD history. The 4200s and 6100s are officially part of the Reserve Fleet although all twenty eight 4200s and thirty four of the one hundred sixty six 61/6200s are active. The first fifty five 4000s are also part of the Reserve Fleet as are segments of the 2400, 2600, 5000, 5200, 5225, 5300, 5375, 5400, 5700, 5735, 5800, 5900 and 7100 series buses.

Line 603-AMTRANS SHUTTLE SERVICE which operated weekday morning from the Union Station Platform No. 5 to Ninth and Spring/Main via Macy, Alameda, Temple, Hope/Flower, 8th and Spring to 9th was discontinued with the close of business on June 29th. Two buses from Division 12 (from Lines 444 and 457) provided the service which was sponsored by CALTRANS in connection with the expanded rail service between San Diego and Los Angeles. The service started on March 31, 1980 and was originally numbered 600.

The LAX Transit Center, on the grounds of Parking Lot C at 96th and Vicksburg, opened on July 8. All lines (42, 111/112, 117, 220, 225/226, 232, 439 and 560) were rerouted into the new center and with the close of business on July 7th Line 608-AIRPORT SHUTTLE was discontinued. Buses on the last day were BR 1-4058 and BR 2-4057. For the last year or so 4055, 4056 and 4057 had two double seats removed and baggage racks had been installed for the convenience of airport bound passengers. The LAX operated Parking Lot C Shuttle bus, which is operated free of charge, is the replacment for Line 608.

RTD officials are studying eleven different locations, two in Santa Monica, one in Culver City, three in West Los Angeles, four in county territory near Lincoln and Culver Boulevards and one i Lennox near Imperial and Aviation. All but the Lennox location are within six miles of the present Division 6 in Ocean Park which has outgrown its land locked size and the surrounding neighborhood. Although all sites are possibly for sale RTD has not discussed any purchase idea with the owners and it is presently unknown how soon there would be any action taken.

SUPPORT THE SOCIETY BY ATTENDING THE SUNDAY EVENING ENTERTAINMENT MEETINGS WHICH ARE HELD THE SECOND SUNDAY OF EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA

1984 SUMMER OLYMPICS BUS SERVICE - PART II

GRAY LINE TOURS COMPANY (GLOLA) is operating the 'Summer Games Express' which is providing round trip transportation to the Memorial Coliseum, Sports Arena and Swim Stadium for $11 per person from selected hotels downtown, the mid Wilshire area and the International Airport area. There is a morning and midday departure from the hotels and a midday and evening departure for the hotels from the Coliseum area.

OMNITRANS operated a free shuttle service to the Prado Dam Recreation Park, site of the shooting competition, from a park and ride lot just south of the Prado Golf Course off Pomona Rincon Road three quarters of a mile from the venue site.

LONG BEACH TRANSIT added special late night service, on those evenings when events were schedule at either the Convention Center or Sports Arena, on Lines 2-CHERRY-DOWNEY, 9-BELLFLOWER-WOODRUFF 12-EAST OCEAN BLVD, 16-CERRITOS CENTER and 17-PALO VERDE-STUDEBAKER. The buses depart the Trans it Mall twenty minutes after the conclusion of the events.

Four Anaheim hotels, Sheraton-Anaheim, Grand Hotel, Emerald and Quality Inn, contracted with LOUNGE CAR TOURS to provide round trip service to fifteen Olympic events in the Los Angeles. Th round trip charge is $24 per person for a single event. If a rider stays for multiple events an returns on a later bus the charge is $39. Bus tickets must be purchased thru the hotel travel desks and reservations were suggested. Buses are scheduled to leave Anaheim 2½ hours prior to the scheduled beginning of the events.

PP&A (Patrick, Patrick & Associates), a transportation management company formed the Los Angeles Summer Games Transportation Pool utilizing the services of up to forty bus and van companies. PP&A does not own any vehicles but rather manages a fleet of buses, vans and limousines and keep fares standard. Park and Ride service ($25 round trip per person) is offered from seven areas t the venue sites. Area 1 is from Anaheim Stadium, Area 2 are various Anaheim hotels, Area 3 is Aviation High School in Manhattan Beach, Area 4 is Cal State Northridge in the San Fernando Vall Area 5 is the Reasury Park in Buena Park, Area 6 is Los Alamitos Race Track and Area 7 is Palm View Church in Whittier. Community Shuttle Service is operated in six areas in which vans handl the transportation to and from pick up points for PP&A Park/Ride buses, RTD Park/Ride buses and local venues serviced by a van group for people within one mile of that site. The rate for a shuttle pass is $25 per day. A limousine pool using Cadillacs, Continentals, Mercedes Benz and Rolls Royce limos is also available. Cadillacs and Continentals rent for $50 per hour with a mi imum 15 hour charge per day. Rates for Mercedes and Rolls available upon request.

SCRTD was responsible for handling the largest percentage of bus riders to Olumpic events with i fleet of 550 buses, 24 special routes and its regular route service. Forty per cent of the en ing day ceremonies crowd rode RTD buses. In the days following the opening weekend automobile congestion was noticeably lessened and bus ridership was not up to the original predictions (it is believed that a combination of area employers closing down for the duration of the Olympics, many area residents taking their vacations and people heeding the pleas to use buses and carpool caused the decline in traffic congestion). Schedules on selected Olympics lines were adjusted. The Olympic lines used special RTD bus stop signs which were the regular size and shape but were magenta with a green stripe across the center, RTD letters and logo in white at the top of sign and the line number was in black at bottom of the sign. By the end of the first week, however, riders began to reappear and schedules were beefed up. Lines 710-DOWNTOWN LA-EXPO PARK, 713-HOL LYWOOD PARK-EXPO PARK PARK/RIDE and 714 CERRITOS COLLEGE-EXPO PARK PARK/RIDE were among the heav est used. The Coliseum area was expected to be the most congested and buses used their own pre- ferential lanes and both Police and RTD personnel directed traffic and bus riders were transport to locations very close to the entrances. RTD buses in the Olympic Fleet included members of th 3200s, 6100s, 7000s, 7200s, 7300s, 7400s, Neoplans, 870s and RTS IIs. These units were affixed with the official Olympic "Star in Motion" symbol on the front and rear and had an Olympic Tarif decals placed next to the front door. RTD leased buses from a number of California public trans agencies (GOLDEN GATE TRANSIT, AC TRANSIT, SAMTRANS, SANTA BARBARA, SOUTH COAST AREA TRANSIT, CULVER CITY, RIVERSIDE, REGIONAL TRANSIT) plus former MEMPHIS TRANSIT AUTHORITY buses and VIA

1984 SUMMER OLYMPICS BUS SERVICE PART II CONTINUED

METROPOLITAN TRANSIT units and former ORANGE COUNTY TRANSIT DISTRICT buses. The OCTD buses are likely from SOUTHWEST COACHES, INC. in San Diego and the San Antonio units may be part of the group that COMMUTER BUS LINES, INC. acquired. The leased buses had white tape covering old owner exterior names and numbers plus RTD emblems and numbers on white backed stickers. Members of the RTD Reserve Fleet (2400s, 2600s, 5000s, 5200s, 5300s, 5400s, 5700s, 5800s, 5900s, 7100s) have also been returned to service. Bus routings in the vicinity of the Coliseum, East Los Angeles College and Westwood have all been affected and Lines 21, 30, 38, 200, 204, 429, 431 and 560 have been altered, sometimes substantially. Line 605-WESTWOOD SHUTTLE was cancelled for the duration of the Olympics.

SANTA MONICA MUNICIPAL BUS LINES also operated added service on six of its lines. Earlier weekday morning service was added on 1-SANTA MONICA BLVD, 2-WILSHIRE BLVD, 3-LINCOLN BLVD-MONTANA AVE, 8-OCEAN PARK BLVD-CARLYLE AVE, 10-SANTA MONICA FREEWAY EXPRESS and 12-ROBERTSON BLVD-PALMS. Line 10 also operated half hour headways from downtown Los Angeles between 7PM and 11PM for those returning from various events and all lines serving the UCLA Bus Terminal had extra service added departing 25 minutes after the end of evening Olympic events from Weyburn and Westwood. Line 2 operated a 15 minute headway on Saturday and 20 minute headway on Sunday. Line 3 had weekend service to/from LAX Terminal increased to every 40 minutes and Line 10 had Saturday increased to half hourly and half hourly Sunday service implemented for the duration of the Olympics.

ARA TRANSPORTATION assisted by TAYLOR BUS SERVICE and LOS ANGELES UNIFIED SCHOOL DISTRICT used Crowns, Gillgs and vans to transport athletes and other Olympic participants to and from venues and housing areas. The American Broadcasting Company who is responsible for the television coverage of the games used RTS 03 buses from Hertz Rent A Car and MARK IV CHARTER LINES buses for their crews. An unknown operator transporting technical crews was using LONG BEACH TRANSIT #4577, 4580, 4582 and 4599 with only the LBT name blocked out.

Various press reports indicated that this was the first Olympics since Melbourne, Austraila (1956 where the host city did not have a rail rapid transit system and there was question whether an al bus system would be able to transport the spectators. The early returns indicate that the buses did an excellent job. The months (years) of planning and the coordination and cooperation of the groups involved and the acceptance of the residents and visitors that public transportation was the best answer to avoiding congestion all worked together for the smooth delivery of spectators to and from the Olympic venue sites.

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WT is always in need of contributors of information - route changes, new services, additions and deletions to the various rosters. To be sure that your city or your transit system is mentioned in our pages send your stories or news clippings or company notices or whatever means you have to the Editorial Office.